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CENTRAL INTELLIGENCE GROUP
INTELLIGENCE REPORT

COUNTRY Yugoslavia
SUBJECT Yugoslav Air Force

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PAGES 2
SUPPLEMENT

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1. The Territorial Commands of the Yugoslav Air Force are located as follows:

1st VOK	Zemun
2nd VOK	Zagreb
3rd VOK	Mostar
4th VOK	Ljubljana

2. The 3rd VOK is responsible for the airfields in the Mostar zone and in Dalmatia which comprise Mostar, Zemunik, Sarajevo and Podgorica. Headquarters of this Territorial Command is located in a villa in Mostar just north of the Neretva river and in the center of the city itself. The villa has three stories and houses about 40 officers. The offices in the villa are composed as follows:

- (a) First floor contains rooms for the Officer of the Day, guards, kitchen, and mess.
- (b) The second floor contains the commandant's office, the Political Commissar's office, the Administrative office, the Adjutant's office, and the Medical Director's office, as well as UDB offices.
- (c) The third floor contains the Transportation Section and a radio station.
- (d) There are two guards at the entrance to the villa and on the second floor. The commandant has a U.S. Army $\frac{1}{2}$ ton truck at his disposal, while the Political Commissar uses a Fiat 1500. The APO number is 48584.

3. The 3rd VOK is under the command of Maj. Snellara (possibly Sneler), a 45 year old native of Zagreb. He was formerly in King Peter's Air Force and then transferred to the air force of Pavellich in 1941. After the Italian Armistice, he joined the Tito forces. He is well-liked by his subordinates. He is married and lives with his wife in Mostar.
4. The Political Commissar of the 3rd VOK is Lt. Col. Buletich, who is about 48 years old. He is married and lives with his wife and son in Mostar. One of the oldest partisans who joined the ranks in 1941, he still wears the silver disc partisan emblem showing the year of initial service. He is generally well-liked by his subordinates.

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5. The Sarajevo (Rajlovac) airfield is located in the vicinity of the railroad line Slovenski Brod - Sarajevo a few kilometers from the city. It is about 2000 meters in length and 1000 meters in width. The entrance is at the center of the north side. Immediately inside there are three small houses, one an infirmary, another a workshop, and the third a ration storehouse. Further down the road there is a large three-story barracks which is used as a mess and billet for enlisted men. To the left of the road there is a small two-story house which contains the field headquarters. Behind this are two small houses containing an officers' billet and a conference hall. Along the north side of the field there are six hangars, all in good condition, except the fifth which was damaged during the war and has not yet been reconstructed. Each hangar can accommodate seven or eight fighter planes. There are no flying units located on the field. The only planes noticed were two light pre-war Yugoslav planes with five-cylinder motors.
6. The Podgorica airfield has been completely destroyed. Nothing has been done to reconstruct it, and it is apparently abandoned.
7. The Modvet and Albrecht Company of Idria are constructing nine hangars at the Postumia airfield. The roof of the hangar which collapsed because of the heavy snow has been repaired. An early completion of the new take-off runway is contemplated. The entire reconstruction of the airfield to complete efficiency was scheduled to be finished by the beginning of April 1947. At present, about 500 German PWs are helping with the work.
8. In the Chiapovano area in the woods belonging to a certain Petrovich of Gorizia and about two kilometers from the cemetery, an army engineer company has been building a large circular cement platform. Access to this area is prohibited, and it is thought that the construction will be used as a launching platform for V-1 or V-2 rockets. (See [REDACTED] "Military Information", of 28 April 1947, which reports construction of defensive emplacements in March in the Chiapovano area as well as the arrival of air force troops in the zone.)

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